

CANADA

Location, Population and Extent.

Canada comprises the northern half of North America. Its southern boundary is the United States; on the east is the Atlantic; on the west the Pacific, and on the north the Arctic Ocean. Its area is $3\frac{1}{2}$ million square miles, about the same as that of the United States and nearly equal to that of Europe. The population is about $5\frac{1}{2}$ millions or nearly a fourth less than that of Belgium. From Halifax on the Atlantic to Vancouver on the Pacific is 3740 miles, by rail. From Victoria on the Pacific to Dawson on the Yukon River is 1550 miles by ocean and river steamer and rail. From Fort William, at the head of Canadian navigation on Lake Superior by the waterway of the Great Lakes and the St. Lawrence River, to the tidal seaport of Quebec is 1400 miles, and from Quebec City to the extreme Atlantic Coast, at the Straits of Belle Isle, is 850 miles. Its most southerly portion is in the latitude of northern Spain and Italy, and the most northerly portion of the mainland is in the latitude of Northern Norway.

Older and Newer Canada.

The eastern and older portion of Canada occupies chiefly a vast peninsula lying between the water system of the St. Lawrence on the south and Hudson Bay on the north. This peninsula is of very irregular shape, and is 2200 miles in length, from east to west, with a breadth of from 300 to 1200 miles.

The western or newer, and much the larger, portion of Canada is compact in form. It extends from the westerly end of the Great Lakes and the west shore of Hudson Bay to the Pacific Ocean, a distance of 1500 miles, and from the United States boundary, (the 49th parallel of latitude), to the Arctic Ocean, a distance of 1600 miles.

Groups of Provinces and Territories.

The Provinces and Territories of Canada may be grouped as Maritime, Eastern, Central, Western and Northern.

The Maritime Provinces are Nova Scotia, New Brunswick, and Prince Edward Island. The easterly portion of the Province of Quebec on the shores of the Gulf of St. Lawrence may be included as a part of Maritime Canada.

The Eastern provinces are Ontario and Quebec, which lie along the St. Lawrence River and its great lakes, and extend northward to the southern extremity of Hudson Bay.

The Central provinces are Manitoba, Saskatchewan and Alberta, which occupy the prairie area lying between the wooded region of Eastern Canada and the Rocky Mountains.

The Western or Pacific Province is British Columbia, which lies between the Rocky Mountains and the Pacific coast.

Northern Canada is the territory lying between the northern limits of the Eastern, Central and Western Provinces already mentioned, and the Arctic Ocean. West of the Rocky Mountains is the Yukon Territory; east of the Rockies is the district of Mackenzie; on the west shore of Hudson Bay, Keewatin, and on the east shore of Hudson Bay, occupying the northern portion of the Peninsula of Labrador, is Ungava.

Climate.

The vast extent of Canada necessarily involves a wide range of climatic conditions. Except on and near the ocean coasts the general characteristic of the climate of Canada as compared with that of Europe is that the

summer is shorter, warmer and has less moisture, and the winter longer and more severe than in corresponding European latitudes. It is bracing and healthful, and in all respects suited to the fullest development of the races of the British Isles and northwestern Europe generally.

On the Pacific Coast, owing to the Japanese current, the climate is identical in temperature with that of the British Isles, which lie in the same latitude. The influence of this warm current on the Pacific Coast extends eastward across the Western and into the Central provinces, so that the winter climate of the Western part of the Central Provinces is considerably milder than that of the eastern part.

On the Atlantic Coast, and inland, the climate is colder than in corresponding latitudes of Europe because of the Arctic current which flows southward along the coast.

Physical Features.

The great physical features of Canada are its mountains, lakes, rivers, forests and prairies, and the great inland sea, Hudson Bay.

The Rocky Mountains extend from the United States boundary northward to the Arctic Ocean. They bound the central plains on the west, and are the highest of the several parallel mountain ranges of the Western Province. They contain immense and valuable coal deposits, and, in the parallel ranges between the Rockies and the coast, are to be found the precious metals in great abundance, especially gold.

The Laurentian range of hills extends from the Atlantic Coast, at the Strait of Belle Isle, westerly and northerly, a distance of 2300 miles, to the east end of Great Bear Lake, near the Arctic Coast. In the east the Laurentian range divides the waters flowing south into the St. Lawrence from those flowing north into Hudson Bay, and in the northwest it divides those flowing westward into the Mackenzie River from those flowing eastward into Hudson Bay. But midway between the St. Lawrence and Mackenzie water systems the joint waters of the Red and Saskatchewan Rivers break northward through the

Laurentian range by way of the Nelson River into Hudson Bay. The Laurentian range carries iron in great abundance, but no coal. Silver, nickel, cobalt and many other valuable metals are also found, although the region has as yet been very little explored.

The Laurentian district is remarkable for its numerous lakes, and especially for the succession of Great Lakes, which, forming part of three separate river systems, lie almost continuously along its southerly side all the way from the Atlantic to the Arctic. The many streams and rivers which have their origin in the Laurentian range afford unlimited opportunities for the creation of water power, and more than compensate for the lack of coal for all purposes for which power is required.

The St. Lawrence and its tributary, the Ottawa, are the great Rivers of Eastern Canada; the Red and Saskatchewan of Central Canada; the Fraser and Columbia of Western, and the Mackenzie and the Yukon of Northern Canada. The St. Lawrence, Mackenzie and Yukon are amongst the largest rivers in the world.

The forests of Canada are one of the greatest sources of the national wealth. Maritime, Eastern and Western Canada were entirely covered by forest, of which only a small proportion has as yet been displaced by settlement and cultivation. The northern part of Central Canada is also very considerably forested. Northern Canada is only partially forested.

The prairies, which comprise the southerly portion of the central provinces, lie in an irregular triangle formed by the 49th parallel—the United States Boundary—on the south, the Rockies on the west, and the Laurentian Range on the north east. They are watered in the south eastern part by the Red River, in the south and west by the Saskatchewan, and in the northwest by the Athabasca and the Peace Rivers, branches of the Mackenzie.

Hudson Bay is an immense body of water connected by a wide strait with the Atlantic. Its southern extremity is in latitude 52, which is the latitude of London. Fort Churchill, on its westerly shore, in the latitude of the Orkneys and of Stockholm, is 200 miles further inland than Fort William at the head of fresh water navigation on

Lake Superior. From the wheat fields of the Central provinces to tide water at Churchill is only 500 miles, as compared with 1600 miles by rail to tide water at Quebec.

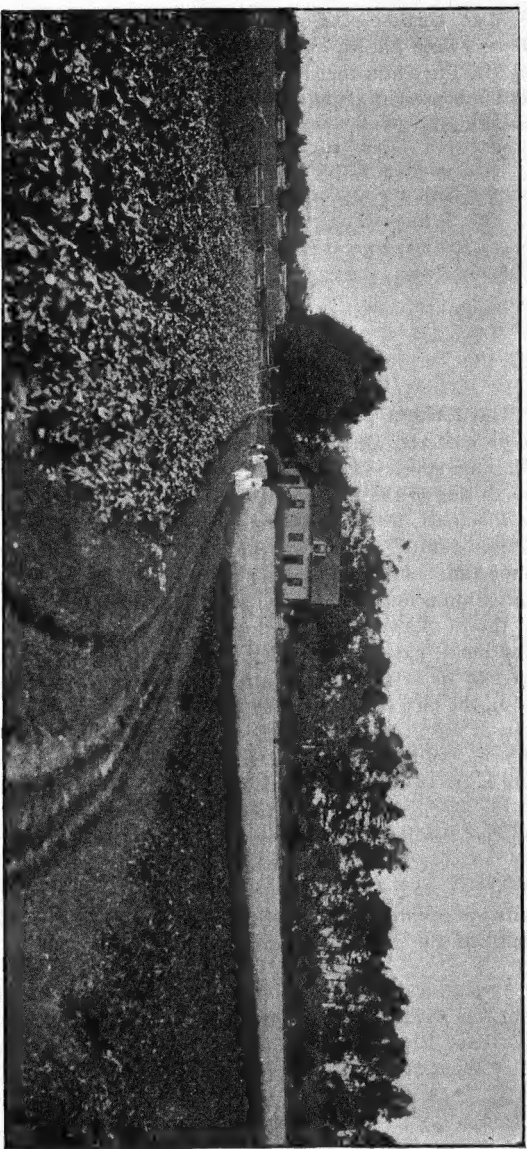
Maritime Canada.

The three Maritime Provinces, with the addition of the eastern portion of the Province of Quebec, enclose on three sides the Gulf of St. Lawrence. The population in 1901, was a little less than a million—about one-seventh of that of the whole of Canada. Although the part south of the St. Lawrence is almost separated from the rest of Canada, it is of the highest importance in the framework of the nation, as its harbors are Canada's only winter ports on the Atlantic. Its latitude is that of France, but its summer climate is that of Northern England and Scotland, while its winter climate is that of Sweden, the snowfall being heavy, especially in the north. With its immense coast line and the surrounding waters teeming with fish, a large part of the population is seafaring. Its fisheries were the first inducement to settlement on its shores, and are of an annual value of £2,500,000. The entire surface of the country was at one time forested. Immense forests still remain, especially in New Brunswick and Quebec, and lumbering is a very important industry, reaching an annual value of nearly £2,000,000.

Agriculture is an important industry in all three provinces.

Valuable minerals are found in various parts, but in eastern Nova Scotia the greatest development of coal mining has been reached. The value of the annual output is over £2,000,000. Industries of various kinds have been established, the most important being manufactures of iron and steel.

The earliest settlements were made by the French, who called the country Acadia. The settlement of the United Empire Loyalists from the United States followed in the latter years of the eighteenth century. An emigration from the United Kingdom took place in the early part of the nineteenth century.



A Farm Scene in Canada.

That portion of Quebec bordering on the Gulf has always been known as Canada. It was settled originally by the French in the sixteenth and seventeenth centuries, and the present population is almost exclusively French speaking.

The principal cities of the Maritime Provinces are the winter seaports of Halifax in Nova Scotia and St. John, in New Brunswick, Sydney, near the eastern extremity of Nova Scotia—a great coal and iron industrial centre—and Charlottetown, the capital of Prince Edward Island.

Eastern Canada.

The Eastern provinces are the original Canada. The more easterly, Quebec, lies on both shores of the River St. Lawrence. Ontario, the more westerly, lies on the north side of the St. Lawrence and its great lakes, which, in that part, form the boundary between Canada and the United States. These provinces are at present the most important of the Dominion in population, commerce, agriculture, lumbering and manufactures. The waterway of the St. Lawrence, affording access to the heart of the Continent, gave Canada its great importance in the early days of its settlement. Until the transfer to England in 1759, the city of Quebec, the then Capital of Canada, and now of the Province of Quebec, dominated the trade of all that part of the United States lying west of the Alleghanies and north of the Ohio and Missouri Rivers, as well as that of the southern part of Eastern and Central Canada as far west as the Rocky Mountains. Then the only trade was fur. Today the St. Lawrence route with its seaports of Montreal and Quebec, competes successfully with the railways running to United States seaports for the carrying trade of the North Western States.

Agricultural settlement is principally confined as yet to the area lying west of Quebec City and along the St. Lawrence River and Lakes Ontario, Erie and Huron; a tract about 700 miles long by from one to two hundred in

breadth. This area is about equal to that of England, Wales and Scotland, and includes some of the finest agricultural country in the world. The land is generally well cultivated; cities, towns and villages are numerous; railroad facilities are excellent; markets are good; and land is held at a comparatively high value. This area comprises the most southerly portion of Canada and extends from latitude 42° in the southwest to latitude 47° in the northeast, from that of Northern Spain to that of Central France. For reasons already given, the winter climate is much colder, with heavier snowfall than in the corresponding latitudes in Europe, but the summer, though shorter, especially in the northeastern parts, is very hot, bringing to perfection not only wheat, oats and barley, but apples, plums, cherries and all small fruits, and in the south-western portions, pears, peaches and grapes unexcelled in quantity or quality in the world. Beef-cattle raising and dairying is an important and profitable branch of agriculture in both Provinces of Eastern Canada. The population of this portion of Canada is about $3\frac{1}{2}$ millions. Manufactures of all kinds flourish in the larger cities and towns.

The area of the two provinces of Eastern Canada is 600,000 square miles, and of that, all but the area above mentioned remains covered with forest. Lumbering is an industry of immense proportions; the value of the annual output is nearly £6,000,000. Lumbering and mining operations, and the extension of railways through new territory, give opportunity for bringing under cultivation vast areas of free land in the northern portions of eastern Canada, where, although the climate is not as favourable as that of the already productive area, it is good enough to produce in abundance and perfection all the common field grains and vegetables.

Montreal, the chief city of Canada, is at the head of ocean navigation on the St. Lawrence; Quebec is the tidal port of the St. Lawrence. Both cities are in Quebec province, of which Quebec City is the capital. Ottawa, the capital of Canada, is in Ontario, but separated from

Quebec only by the Ottawa River. Toronto, the principal city and provincial capital of Ontario, is the second city in population in Canada. Hamilton, London and Kingston also are important Ontario cities.

Central Canada.

The three Central provinces, in their southern parts, occupy the entire prairie region of Canada, and extend north into the wooded country. Roughly speaking, the prairie extends for 100 miles north of the International Boundary near its eastern extremity, and for 400 miles north near its western extremity. It is about 900 miles from east to west. The total area of the three Central provinces is 425,000 square miles, and the prairie area is about 200,000 square miles—approximately that of the German Empire. The soil throughout this area is black and rich, especially suitable for the production of wheat, oats and barley, and, being prairie, is ready for the plough. The climate, in conjunction with the soil, produces the largest yield per acre and the highest quality of wheat in the world. Settlement on the prairie was slow at first until its productiveness had become established, but in recent years the increase of settlement has been very rapid. Homesteads of 160 acres are given free on conditions of settlement. In 1896, less than 2,000 of such homesteads were taken. In 1905, the number exceeded 30,000. In 1896, the export of wheat from Central Canada was nearly 8 million bushels. In 1905, it was over 66 million bushels. The southwestern portion of the prairie area has until recently been devoted almost entirely to cattle raising. The export of cattle increased from £350,000, in 1896, to £450,000, in 1905. Northward of the prairies lies a partially forested region of vast extent, a large porportion of which is quite suitable for cultivation both in soil and climate, but requiring first the clearing of the poplar woods which chiefly cover the surface.

The rain and snowfall in the Central is less than in the Eastern provinces. Although the summer is as long the heat is not as extreme as in the populous portion of eastern



Horse Ranching in Canada.



A Canadian Cattle Ranch.

Canada. This tends against the production of the fruits for which eastern Canada is famous, but induces a greater perfection in wheat, oats, barley, field vegetables and domestic animals, which are the staple products of the Central provinces. The same climatic influences have a correspondingly favorable effect upon human life, and tend to robust bodily health and mental vigor. The winter climate is, generally speaking, severe, modified in the western and especially in the southwestern portion by the west or chinook wind, which carries the warmth of the Japanese current across the Rocky Mountains and far eastward out on the plains. The ground generally freezes so that ploughing is stopped in November. It begins again in April, the dates varying according to the locality and the season. Except for the influence of the Chinook wind there is great similarity of temperature throughout the whole prairie area, not varying greatly because of distance north or south. The population was 400,000 in 1901. It was 800,000, in 1906.

The total area under cultivation in 1898, in what is now the provinces of Manitoba, Saskatchewan and Alberta was $2\frac{1}{2}$ million acres; the year 1906 showed a cultivated area of $7\frac{1}{4}$ million acres. In 1896, the total wheat crop of Manitoba and the Territories was placed at 15 million bushels; in 1906, the wheat crop of the central provinces was over 90 million bushels. By taking the amount of the present production and comparing the total area now under cultivation with the total which may be brought under cultivation, a fair idea may be formed of the possibilities which exist in Central Canada, and of the opportunities which keep step with such possibilities.

The present rapid construction of railways throughout the prairies, not only ensures cheap transport of the surplus crops to market, but it also ensures cheap and abundant fuel to the prairie region from the wooded area to the east and north, and from the vast coal deposits which underlie almost the whole region along the eastern slope of the Rocky Mountains,—a deposit equalled nowhere else in area and in ease and cheapness of working, the seams lying within a few hundred feet of the surface.

The system of land survey throughout the three Central provinces is uniform. The land is set off in blocks of one mile square, the lines running north and south, and east and west. A square mile contains 640 acres, and is called a section. A quarter of a square mile is called a quarter section and contains 160 acres. This is the area given as a homestead by the Canadian Government on conditions of three years residence, cultivation of a certain portion, and the payment of a fee of £2. Thirty-six sections form a square called a township. Each section in a township is numbered, always in the same order. Townships are numbered consecutively from the 49th parallel north, and also westerly from each of four principal meridians. The effect of this system is that the location of every homestead in that vast territory can be absolutely defined and instantly placed on the map by stating the four numbers of the section, township, range and meridian.

Winnipeg is the capital of Manitoba and the chief city of the Central provinces. Brandon and Portage la Prairie are important towns in Manitoba.

Regina is the capital of Saskatchewan. Saskatoon and Prince Albert are important railway centres.

Edmonton is the capital of Alberta. Calgary is somewhat larger than the capital, and an important railway centre.

Western Canada.

The Western or Pacific Province of British Columbia is Canada's western seaboard. It is 760 miles from north to south, and 470 from east to west. Roughly speaking it lies between the Rocky Mountains and the Pacific Ocean, and in the same latitude as the British Isles. Victoria, the capital, on Vancouver Island, is a little south of the latitude of Paris, and has the climate of the Channel Islands.

The whole coast of British Columbia is directly affected by the warm Japanese current, and the climate varies very little from south to north. The harbors are open the year round. The coast climate resembles very closely that of the United Kingdom in warmth and moisture.

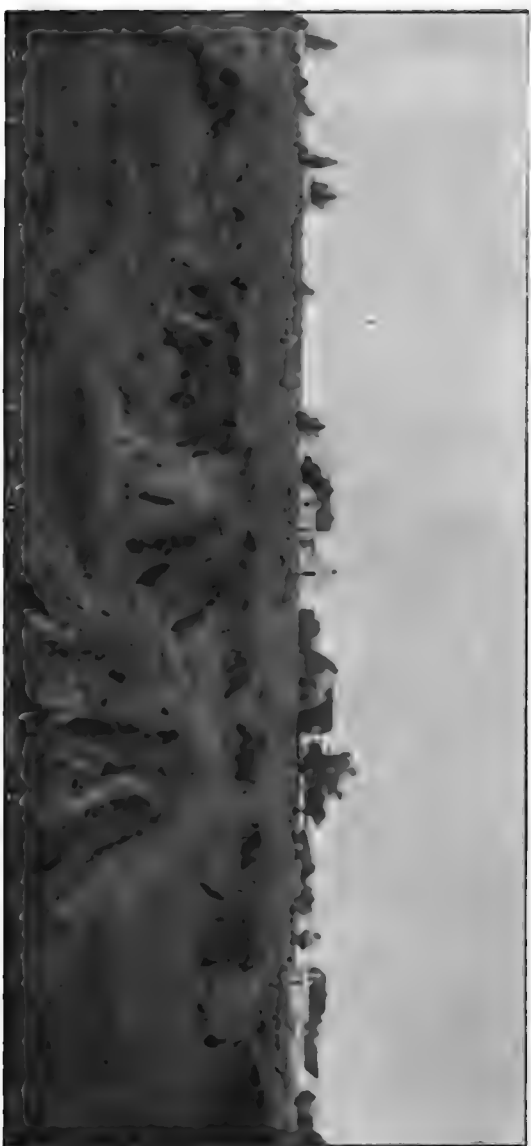
The general character of the country is mountainous; parallel to the main chain of the Rockies, which form the eastern boundary of the Province, are the Gold Range, the Cascades and the Coast Range. The mountains are heavily forested with large and valuable timber, but the intervening valleys are generally either lightly timbered or altogether bare. The climate of the interior valleys is hotter in summer and milder in winter than in the adjoining prairie provinces. The Gold range of mountains gets its name because of the discoveries in it of gold in immense quantities, at various points, extending from the southern to the northern limit of the province. The discovery of gold, in 1854, was the beginning of development in the province. In the southern portion of the province, which is the only portion as yet opened by railways, the exhaustion of the placer gold mines was followed by the discovery of mines of silver, copper, lead, gold, zinc and coal, which have been developed on an immense scale in recent years.

Valuable minerals are found in many other portions of the province as well. The value of the province as the western seaboard of Canada is enhanced by reason of the immense deposits of coal on Vancouver Island, which forms a part of the province.

The deep sea fisheries are a source of great wealth to the province, and the salmon fisheries in the rivers are an even more important source of wealth than mining. The mountainous forested area is of such vast extent that the supply of timber is practically inexhaustible.

While the coast climate is very wet that of the interior valleys is inclined to be dry. These valleys are very attractive as a place of residence. Where the rainfall is insufficient for agricultural purposes irrigation is successfully and economically applied. The interior valleys are suited for grain growing and grazing, but are especially adapted to the growth of apples, plums, cherries, etc., and in the more favored cases, of pears, peaches and grapes.

Up to the present, railway advantages have been confined to the southern section of the province, finding its seaport at Vancouver. But the construction, now in progress of a new transcontinental line to the Port of Prince Rupert in the northern part of the province will bring



A Field of Grain in the Stook.

into value immense and hitherto untouched resources of the farm, forest and mine, at least equal to those which hitherto have been touched by railways.

Northern Canada

The most important part of Northern Canada at present is the Yukon Territory. It extends from the 60th parallel, the northern boundary of British Columbia, to the Arctic Ocean, and from the Rocky Mountains on the east to the United States territory of Alaska on the west. It is about 650 miles from north to south by 550 miles in greatest breadth from east to west. Although it does not touch the Pacific Ocean its southern boundary is only 30 miles from one point of tide water. A line of railway of 110 miles connects at Skagway, the head of the tide water in the United States territory of Alaska, with White Horse at the head of steam-boat navigation on the Yukon River. The River is navigable for large river steamers from White Horse through the Yukon Territory and Alaska to Behring Sea, a distance of 1630 miles. The Yukon Territory is important because of the gold discoveries of the Klondike made in 1897. There had been gold mining, on a small scale, on the Stewart River, and on Forty Mile River. But in 1897, remarkably rich discoveries were made in two streams flowing into the Klondike River, a tributary of the Yukon, and in some adjacent streams. The stampede which followed was one of the most remarkable the world has known. Since that time, over \$100,000,000 in gold have been taken out, and investments of many millions are now being made in the expectation of taking out \$100,000,000 more in the next few years. There are gold placer mines in active operation in widely separated portions of the territory, and silver and copper quartz and coal mines as well. Dawson, the capital, is situated on the Yukon River at the mouth of the Klondike. Although only a few miles south of the Arctic circle the summer climate is very pleasant, and the hardy vegetables, such as turnips, cabbage, etc., grow very well. Below the surface the ground in the northern part of the territory is always frozen, but the surface is not

frozen from the latter part of April to the early part of October. The winter is severe, especially in the months of January and February, but the snow fall is not great. The present population is estimated at 8,000.

District of Mackenzie.

The district of Mackenzie lies east of the Rocky Mountains, between the northern boundary of Alberta and Saskatchewan and the Arctic Ocean. It includes the Mackenzie River and its lakes, and has a length of 620 miles from south to north. The summer is short and hot, and the winter long and cold. Vegetables are grown at points along the Mackenzie to the Arctic Circle, and wheat is grown every year at Providence Mission on the Mackenzie, in about latitude 62°. At present, the only trade of the district is in fur. This trade is carried on by the great water system of the Mackenzie, which includes the Athabasca, Peace and Liard Rivers, and Athabasca, Great Slave and Great Bear Lakes. The railroad base of the trade is Edmonton, the capital of Alberta. Fish of the finest quality are abundant in the many lakes. Whale fishing is carried on in the Arctic Ocean at the mouth of the Mackenzie by vessels which enter the Arctic by way of Behring Straits.

Coal, salt, copper and silver lead are found in this region, also a great deal of valuable timber, but owing to lack of railways, there is as yet no development. The area of this region is about half a million square miles.

District of Keewatin.

Keewatin lies north of the provinces of Manitoba and Ontario, and along the southern and western shores of Hudson Bay, extending northerly to the Arctic. The part of this region adjoining Manitoba and Ontario has some timber of value and some agricultural land, but its northern portion adjoining the Arctic Ocean and the northern part of Hudson Bay is called the Barren Grounds. Although adjoining the tide waters of Hudson Bay this portion of the country has been very little explored, except along the old trade route from York Factory near the

mouth of Nelson River to Lake Winnipeg. It has many lakes and valuable fisheries, but its great future lies in its possibilities of mineral development. Its chief present interest is in the fact that Churchill, the only practicable seaport on the west shore of Hudson Bay is within its limits. The proximity of this port to the great wheat areas of the prairie provinces and the prospect of early railroad connection give it immense possibilities as a seaport. Churchill is the point from which, beginning in the seventeenth century, the Hudson Bay Company carried on their fur trade with the interior, afterwards changing to York Factory.

District of Ungava.

The district of Ungava, the northern part of the peninsula of Labrador, lies north of the Province of Quebec, and between the east shore of Hudson Bay and the Atlantic. Although it is the portion of Canada nearest Europe, and although the trade of Canada has passed immediately south or north of it for over 200 years, it is the least known portion of the country. It is in the latitude of northern England and Scotland, but the effect of the Arctic current on its northern and north eastern coast is such that it is admittedly unfitted for agriculture. It is the character and climate of this part of Canada nearest Europe that has done so much to create a mistaken prejudice in the minds of Europeans against the climate and advantages of Canada. Forests, valuable for papermaking, cover a great part of the country. The lakes are large and numerous and the fish excellent and plentiful; there is every indication pointing to profitable mineral development, but at present the only industry of the district is the fishing along the coast.

Railways.

The railways of Canada are amongst the most important of its national interests. There are five great railway systems, the Intercolonial, the Canadian Pacific, the Grand Trunk, the Canadian Northern and the Great Northern. The Intercolonial connects Montreal, the



Where Pasture Land and Shade are Plentiful.



A Field of Harvested Grain.

commercial metropolis of Canada, with the winter ports of St. John, Halifax and Sydney in the Maritime provinces. It is owned and operated by the Dominion Government, and was constructed as a connection between the Maritime provinces and Eastern Canada. The total mileage of the system is 1,467 miles.

The Canadian Pacific Railway extends from the Canadian winter port of St. John to Montreal, and from Montreal across the continent to Vancouver. Except the Siberian railway this is the longest continuous railway line in the world under one management. Besides its main line across the continent, the Canadian Pacific has a very extensive system of branch railways in New Brunswick and in the Eastern, Central and Western provinces. The total mileage of the Canadian Pacific Railway system is 8,792 miles. Besides its stupendous railway system, the Canadian Pacific has a fleet of high class mail steamers plying between Liverpool and Quebec in summer, and between Liverpool and Halifax and St. John in winter. The same company, also, has a line of freight and passenger steamers between Antwerp and the Canadian ports already mentioned. Also, a line of freighters only from Bristol, and freight and passenger steamers from Liverpool to Canada, calling at Belfast, Ireland. They have three fleets sailing from Vancouver on the Pacific, one to Japan and China, one to Australia, and one to Pacific coast cities, including Skagway on the route to the Yukon. The Company also has lines of steamers on the Upper Lakes of the St. Lawrence and on the lakes of British Columbia.

The Grand Trunk Railway has a greater mileage in the developed portion of Eastern Canada than any other system. It connects all the cities and nearly all the towns of those provinces. Its summer port is Montreal, and its winter port Portland, in the United States, the nearest point on the Atlantic coast to Montreal. The Grand Trunk is now adding to its system a line across the continent to be called the Grand Trunk Pacific to extend from Quebec westward, through the undeveloped portions of the provinces of Ontario and Quebec, to Winnipeg, the chief city of the central provinces, and capital of Manitoba,

to Edmonton, the capital of Alberta, and to the Pacific Coast at Prince Rupert, through the northern part of British Columbia. From Quebec eastward, the line will extend to a junction with the Intercolonial at Moncton, New Brunswick. The existing Grand Trunk system has 3,126 miles in Canada. The new line from Moncton to Prince Rupert will be 3,460 miles, and branches are projected in many portions of the Eastern, Central and Western provinces.

The Canadian Northern system is as yet chiefly in Central Canada. The main line extends from Port Arthur at the head of Canadian navigation on Lake Superior to Edmonton, the capital of Alberta, nearly 1,300 miles, with many branches, especially in the wheat growing sections of the Central provinces. It also has lines in Nova Scotia, Quebec and Ontario, and rapid progress is being made in connecting these sections to make a third transcontinental railway. The present total mileage of the system is 3,800 miles. The business headquarters of the Canadian Northern Railway is Toronto, Ontario.

The Great Northern is a United States railway system, operating in the northwestern States. It has projected a number of branches into the Central and Western provinces of Canada, and it is expected that it will be further greatly extended in the near future. Although not a Canadian enterprise it is valuable as giving additional development and competition to the provinces which it enters.

These railway systems, the great extensions which they have in progress, and the immense field which the country offers, make railway construction an important feature of the conditions in Canada at the present time, as that means, first an expenditure of many millions in wages within the next few years, and second, the bringing into use and value great areas of land and resources generally, which cannot now be economically reached, and therefore have no value.

Recognizing the great importance of the railways in the life of the country, and the possibility of the abuse of the power placed in their hands by circumstances, the Govern-

ment of Canada has established a Commission, or court, with full authority to adjust all disputes between the railways and the public, and to control the rates charged.

Form of Government.

The Dominion of Canada is a part of the British Empire, and is a confederation of nine provinces. The duties of government are divided between the Dominion and the provinces. The Dominion is governed by a legislature or Parliament which makes the laws. Parliament is composed of two houses, the Commons and the Senate; the Commons elected directly by the people, the Senate appointed by the government. The qualification of voters for the House of Commons varies in the different provinces, being fixed by the provincial legislatures, but it is either manhood suffrage—one man, one vote—or the property qualification is very light.

The Cabinet, or Government, which administers the laws passed by parliament, is composed of members of Parliament, who must have the support of a majority of the Commons or elective branch in order to hold power.

A change of policy, by reason of a change of government, may occur at any time, and an election to decide as to the views of the people on the change already made or proposed may be held at any time. This is the system known as responsible government, whereby every member of the government is fully and entirely responsible to the people for every administrative act of himself or his colleagues, and places the people in more direct and absolute control than any other form. The Dominion Parliament controls the criminal law, the militia, the post office, railways, indirect taxation by the tariff and excise, trade relations with other countries, and, speaking generally, all matters of national concern. The Dominion owns, and controls the administration of, the public lands in the three Central provinces, and throughout Northern Canada. These provinces still contain many millions of acres of agricultural land yet unoccupied and available for immediate settlement. The responsibility for their development rests upon the Dominion Government, which, therefore, takes up the work of promoting immigration.



A Scene on the Saskatchewan River

The provinces are governed by legislatures elected by the people, and have responsible government on the same principles as the Dominion. They are charged with providing the civil law and administering both civil and criminal laws. They provide for education and for municipal government, and for direct taxation in their support, and generally all matters of a purely provincial or local nature. Primary education is amply provided for in all the provinces, and in nearly all the provinces it is free.

Although the provinces have the right to charter, aid and construct railways, in practice this right is chiefly exercised by the Dominion.

The provinces of Ontario, Quebec and British Columbia have vast areas of public lands which are administered by the governments of these provinces. Nova Scotia and New Brunswick have very little public lands left, and Prince Edward Island has none.

Respect for law and maintenance of order are very prominent features of life in Canada, as distinguished from other new countries. Life and property are as safe in any part of Canada—whether in the cities, the mining camps, the forests or on the prairie—as in any part of the United Kingdom, or the best governed country of Continental Europe.

A Comparison.

The area of Canada is equal to that of the United States. The United States has a population of 80 millions, Canada has a population of 6 millions. The population of the United States at the beginning of the last century was about the same as that of Canada at the beginning of this century. The Premier of Canada recently expressed the idea, which is that of all Canadians, that as the 19th century was the century of the United States, the 20th century is the century of Canada. That is, that the progress and development of Canada in the present century will be as great as that of the United States in the last century. The United States is the America of achievement, but Canada is the America of opportunity. So well do the people of the United States realize this fact that

during the past year over 57,000 Americans removed from the United States to Central and Western Canada to take advantage of the free farms offered by the Canadian Government there.

As to Resources.

Although Canada includes within its area some of the very high latitudes, a vast proportion of its territory is in the latitudes which are occupied by the most populous, progressive and wealthy nations of Europe and of the world. But its high latitudes are not, by any means, the least valuable portion of its area. The gold mines of the Yukon, within a few miles of the Arctic circle, have produced £20 million in gold within the past ten years, and are expected to produce as much more within the next ten.

The precious metals and minerals of enormous value are known to exist in many widely separated portions of Northern as well as more Southern Canada, only awaiting the enterprise of the prospector and the capitalist to repeat the experience of the Yukon. The recent discoveries of silver at Cobalt in northern Ontario are of richness unsurpassed in the world.

The forests of Canada are the largest and most valuable now remaining in the world and, generally speaking, occupy the tracts which from various causes are least valuable for agriculture. The agricultural area of the Central provinces offers the only free wheat land in the world easily accessible by railways, most easily brought under cultivation, and producing the highest quality of wheat in the world, in a healthful and invigorating climate, and under a free and progressive government.

The great railroad enterprises now in progress involving a cost of many millions in construction during the next few years, and making accessible thousands of miles of mineral and forest area and of agricultural land hitherto untouched, make Canada, above all else, the land of opportunity.

As to Opportunities.

But the opportunity is nothing, if the man is not fit and willing to take advantage of it. Canada is a nation of workers. Its national emblem, the beaver, is the representative among animals of intelligent industry. The conditions of life all tend to and require personal effort, and the same conditions contribute to the success of such effort. The man who does not work in Canada—whether he is rich or poor—is looked upon with doubt. Such conditions tend to an equalized distribution of wealth, and to individuality of thought and action, and, therefore, liberality and progress in social, industrial, commercial and political life. Nowhere in the world today are there more liberal institutions, more orderly communities, such an equal distribution of wealth, or an equal rate of material progress.

As to Emigration from the United Kingdom.

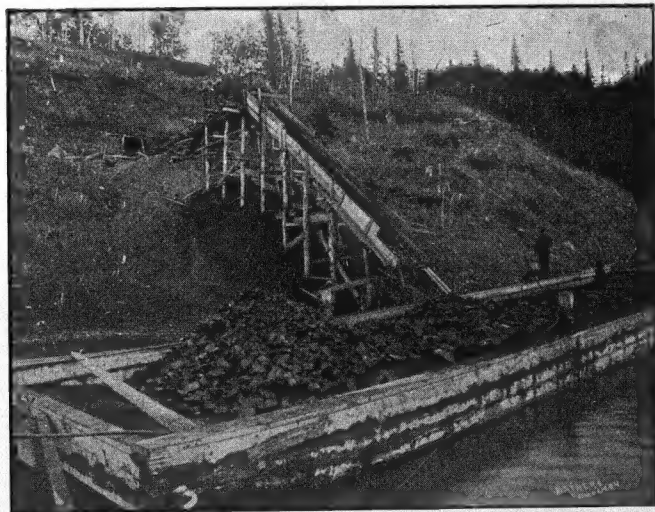
In a country with a population of nearly fifty millions, such as the United Kingdom, which has no new territory for occupation, there must necessarily be a large yearly increase of population, which must either find an outlet or add to the congestion of the great cities. Every year there is a very large movement of people from the United Kingdom to North America. For a long time the larger part of this yearly movement went to the United States and a very small part to Canada. That which went to the United States was lost to the Empire; the part which went to Canada aided in building up the Empire.

It is not the expectation of the Government of Canada to increase unduly the overflow of people from the United Kingdom, but it is its desire to turn to the benefit of the Empire in Canada a greater proportion of the natural and necessary annual outflow from the mother country.

It is not in the interest of the individual emigrant that he should remove to Canada unless there is reasonable prospect of his success here. The arrival of any large number of immigrants in this country who are un-



The Home of a New Settler



Shipping Coal by Barge

fitted for the conditions here, must necessarily react against the continuance of the emigration movement. In spite of the fact that his failure to succeed is due to personal causes, the unsuccessful man will blame the country, and complain to his friends at home, thereby deterring them from coming out, and the efforts of the Immigration Department will be discredited with the people of Canada who will therefore withdraw their support from these efforts. The men wanted in Canada are those who will do well here, who are recognized in the United Kingdom as being fit, but who are looking for the wider opportunities of the new country, not to be found at home. The efforts of the Canadian Immigration Department are not directed towards those who are merely looking for a place where they may live, but towards those who, while they are able to live under present conditions in the United Kingdom, are on the lookout for an opportunity to better their position in life.



A Country School House.

Canadian Emigration Offices in the United Kingdom.

Those intending to emigrate to Canada are strongly advised to communicate, either personally or by letter, with one of the undermentioned Agents of the Canadian Emigration Department, who will freely give full, reliable and disinterested advice on any point affecting the emigrant's interests. They will also issue free letters of introduction to Government Agents in Canada.

Apply personally or by letter to—

Mr. J. Bruce Walker, Assistant Superintendent of Emigration, 11-12 Charing Cross, London, S. W., or to any of the following Canadian Government Agents:

Mr. A. F. Jury, Old Castle Bldgs., Preeson's Row, Liverpool.

Mr. G. H. Mitchell, 43 Cannon Street, Birmingham.

Mr. H. N. Murray, Exeter,

Mr. L. Burnett, York,

Mr. John Webster, 35-37 St. Enoch Square, Glasgow.

Mr. John McLennan, Aberdeen,

Mr. E. O'Kelly, 17-19 Victoria Street, Belfast.

ON REACHING CANADA consult the nearest Government Agent. Agencies are established at the following places: Halifax in Nova Scotia; St. John in New Brunswick; Quebec and Montreal in the Province of Quebec; Ottawa in Ontario; Winnipeg, Brandon, Minnedosa and Dauphin in Manitoba; Yorkton, Regina, Estevan, Saskatoon, Battleford and Prince Albert in Saskatchewan; Lethbridge, Calgary, Red Deer, Wetaskiwin and Edmonton in Alberta; Kamloops and New Westminster in British Columbia.

These Agents will afford the fullest advice and protection. No fees are charged either to employers or those seeking work.

